

Amendment to the Claim:

This listing of claims will replace all prior versions and listings of claims in the application:

Listing of Claims:

1. (Cancelled)
2. (Cancelled)
3. (Previously Presented) The brake application system according to Claim 2, wherein the electric motor comprises a d.c. motor, and the gearing comprises a planetary gearing axially adjoining the electric motor as well as one or more gearwheel stages arranged on its output side.
4. (Currently Amended) The brake application system according to Claim 3, including a clutch in front of the electric drive unit of the ~~one electrically-driven~~ screw part, by means of the which clutch, in the event of the presence of an axial force originating from a braking, the electrically driven screw part can be non-rotatably coupled with a non-rotatable part and can otherwise be uncoupled from the non-rotatable part.
5. (Currently Amended) The brake application system according to Claim 4, wherein the clutch includes a cone clutch having at least two conical surfaces which can be stopped as a function of friction against one another and are arranged obliquely when viewed in the effective direction of the axial force.
6. (Previously Presented) The brake application system according to Claim 5, wherein one of the conical surfaces is constructed on a housing and the other conical surface is constructed on a conical sleeve non-rotatably connected with the electrically driven screw part.
7. (Previously Presented) The brake application system according to Claim 6, including a threaded pin of the electrically driven screw part screwed into an internal thread constructed in a bottom of the conical sleeve.

8. (Previously Presented) The brake application system according to Claim 7, including a gearwheel meshing with a gearing-output-side gearwheel of the gearing and being coaxially rotatably disposed on a cylindrical projection of the conical sleeve.

9. (Cancelled)

10. (Cancelled)

11. (Previously Presented) The brake application system according to Claim 10, wherein the slip clutch is between the cone clutch and the electric drive unit.

12. (Currently Amended) The brake application system according to Claim 11, wherein the slip clutch contains balls pretensioned by a defined spring pressure in grooves, the grooves being constructed on a face of the gearing-output-side gearwheel, and the balls being held in bores of a ring non-rotatably held on ~~the~~ a cylindrical projection of ~~the~~ a conical sleeve.

13. (Currently Amended) The brake application system according to Claim 2, wherein, at least during the electric driving of the ~~one~~ electrically driven screw part in one rotating direction for the wear adjustment, the other screw part is held in a non-rotatable manner.

14. (Previously Presented) The brake application system according to Claim 13, wherein the other screw part of the screw drive can be rotatorily driven for the emergency and/or auxiliary release of the brake.

15. (Currently Amended) The brake application system according to Claim 14, wherein the other screw part is coupled with a rotary drive for the emergency and/or auxiliary release by ~~an-unlockable~~ a lockable free wheel, and the ~~unlockable~~ lockable free wheel permits a rotation of the other screw part by the rotary drive in a direction against the wear adjustment and is constructed for blocking this rotation if it is not caused by the rotary drive.

16. (Previously Presented) The brake application system according to Claim 15, wherein the electric drive unit of the electrically driven screw part is actuated independently of the rotary drive of the other screw part.

17. (Previously Presented) The brake application system according to Claim 16, wherein the rotary drive is designed to be remotely or electrically actuated directly by hand by a Bowden cable.

18. (Previously Presented) The brake application system according to Claim 17, wherein the other screw part is coupled by a slip clutch with the rotary drive and has an application surface for the application of a rotating tool.

19. (Previously Presented) The brake application system according to Claim 22, wherein the electrically driven screw part is a threaded spindle, and the other screw part is a nut.

20. (Currently Amended) The brake application system according to Claim 15, wherein the ~~un~~lockable-lockable free wheel includes a coil spring free wheel between a cylindrical wall of a non-rotatable part and a sleeve rotating along with the other screw part.

21. (Previously Presented) The brake application system according to Claim 20, including another free wheel between the drive unit and a non-rotatable part which permits only a rotation of the drive unit in a direction in which the brake actuator is lengthened.

22. (Currently Amended) A brake application system for vehicles, particularly for rail vehicles, comprising:

a wear adjuster ~~which is constructed~~ as a brake actuator;

a screw drive of the wear adjuster having a threaded spindle as a first screw part and a nut ~~which can~~ as a second screw part, the nut being configured to be screwed thereto as the screw part to the spindle; and

at least one of the two screw parts is electrically driven for ~~the~~ wear adjusting by an electric drive unit;

wherein the electric drive unit includes an electric motor having a gearing arranged on an output side, and a gearing output of the gearing is rotationally coupled with the at least one screw part that is electrically driven;

a slip clutch located between the electric drive unit and the at least one electrically driven screw part, wherein the slip clutch slips when at least one of two stop positions has been reached and otherwise the slip clutch is coupled; and

wherein a first of the stop positions is formed by an application of brake pads to a brake disc and a second of the stop positions is formed by an end position in which the at least one electrically driven screw part is screwed into the other screw part to the second stop or the other screw part is screwed into the at least one electrically driven screw part to the second of the stop positions.